

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
102
City of Bristol

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| | | |
|--|----------------------|--|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |



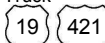

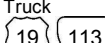



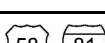
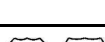







Special Routes

| | |
|--|---|
| Bus  | Bus - Business Route |
| | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT  | ALT - Alternate Route |
| | Wve - Wye Route connector |
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |

Virginia Department of Transportation
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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Bristol

| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------------------|--------|-------|----|-------|--------------------------|-------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | | |
| 11 | Euclid Ave | 0.75 | 15000 | G | From | State St | | | | C | 0.085 | F | 0.525 | 16000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Euclid Ave | 0.19 | 18000 | G | From | Vance St | | | | F | 0.087 | F | 0.562 | 19000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Euclid Ave | 0.18 | 20000 | G | From | Bob Morrison Blvd | | | | F | 0.085 | F | 0.601 | 21000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Euclid Ave | 0.48 | 11000 | G | From | Commonwealth Ave | | | | F | 0.091 | F | 0.525 | 11000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Euclid Ave | 0.56 | 7900 | G | From | Piedmont Ave | | | | C | 0.094 | F | 0.523 | 8400 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Lee Hwy | 0.48 | 17000 | G | From | Moore St | | | | F | 0.088 | F | 0.564 | 18000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Lee Hwy | 1.26 | 15000 | G | From | Valley Dr | | | | C | NA | | 15000 | G | 2003 | | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Lee Hwy | 1.22 | 19000 | G | From | Overhill Rd Island Rd | | | | F | 0.095 | F | 0.58 | 20000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Lee Hwy | 0.51 | 18000 | G | From | Bonham Rd | | | | F | 0.095 | F | 0.582 | 19000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 11 | Lee Hwy | 0.68 | 12000 | G | From | Old Airport Rd | | | | F | 0.098 | F | 0.529 | 13000 | G | 2003 | |
| | | | | | To | NCL Bristol | | | | | | | | | | | |
| Truck | | | | | | | | | | | | | | | | | |
| 11 | 421 State St | 0.21 | 10000 | G | From | SR 381 Commonwealth Ave | | | | F | 0.088 | F | 0.547 | 11000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| Truck | | | | | | | | | | | | | | | | | |
| 11 | 421 State St | 0.34 | 9800 | G | From | 102-3305 Piedmont Ave | | | | F | 0.087 | F | 0.537 | 10000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| Truck | | | | | | | | | | | | | | | | | |
| 11 | Randall St | 0.93 | 7300 | G | From | State St | | | | C | 0.086 | F | 0.507 | 7800 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| Truck | | | | | | | | | | | | | | | | | |
| 11 | 113 Moore St | 0.12 | 10000 | G | From | Cumberland St | | | | F | 0.087 | F | 0.513 | 11000 | G | 2003 | |
| | | | | | To | Euclid Ave | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 19 | 381 Commonwealth A | 0.16 | 19000 | G | From | US 421 | | | | F | 0.084 | F | 0.534 | 21000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 381 Commonwealth A | 0.16 | 21000 | G | From | SR 113 Cumberland Ave | | | | F | 0.087 | F | 0.551 | 22000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 381 Commonwealth A | 0.19 | 22000 | G | From | SR 133 Par Sycamore St | | | | F | 0.087 | F | 0.569 | 22000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Euclid Ave | 0.48 | 11000 | G | From | RT 381 | | | | F | 0.091 | F | 0.525 | 11000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Euclid Ave | 0.56 | 7900 | G | From | Piedmont Ave | | | | C | 0.094 | F | 0.523 | 8400 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Lee Hwy | 0.48 | 17000 | G | From | Moore St | | | | F | 0.088 | F | 0.564 | 18000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Lee Hwy | 1.26 | 15000 | G | From | Valley Dr | | | | C | NA | | 15000 | G | 2003 | | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Lee Hwy | 1.22 | 19000 | G | From | Overhill Rd Island Rd | | | | F | 0.095 | F | 0.58 | 20000 | G | 2003 | |
| | | | | | To | | | | | | | | | | | | |
| 19 | 11 Lee Hwy | 0.51 | 18000 | G | From | Bonham Rd | | | | F | 0.095 | F | 0.582 | 19000 | G | 2003 | |
| | | | | | To | Old Airport Rd | | | | | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route
City of Bristol

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|--------|-------|----|-------|---|-------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | |
|  Lee Hwy | 0.68 | 12000 | G | From: | Old Airport Rd | | | | F | 0.098 | F | 0.529 | 13000 | G | 2003 | |
| | | | | To: | NCL Bristol | | | | | | | | | | | |
| Truck  State St | 0.21 | 10000 | G | From: | SR 381 Commonwealth Ave | | | | F | 0.088 | F | 0.547 | 11000 | G | 2003 | |
| | | | | To: | 102-3305 Piedmont Ave | | | | | | | | | | | |
| Truck  State St | 0.34 | 9800 | G | From: | Truck US 11 Randall St | | | | F | 0.087 | F | 0.537 | 10000 | G | 2003 | |
| | | | | To: | State St | | | | | | | | | | | |
| Truck Truck  Randall St | 0.93 | 7300 | G | From: | Cumberland St | | | | C | 0.086 | F | 0.507 | 7800 | G | 2003 | |
| | | | | To: | Oakview Ave | | | | | | | | | | | |
| Truck  Moore St | 0.12 | 10000 | G | From: | Euclid Ave | | | | F | 0.087 | F | 0.513 | 11000 | G | 2003 | |
| | | | | To: | WCL Bristol | | | | | | | | | | | |
|  Gate City Hwy | 0.50 | 5100 | G | From: | I-81; US 421 | | | | C | 0.088 | F | 0.635 | 5500 | G | 2003 | |
| | | | | To: | US 58; US 421 | | | | | | | | | | | |
|  Combined Traffic: | 2.44 | 31000 | G | From: | See I-81 for directional traffic volume estimates for this segment. | | | | F | 0.073 | F | 0.513 | 31000 | G | | |
| | | | | To: | I-381 | | | | | | | | | | | |
|  Combined Traffic: | 1.39 | 46000 | G | From: | See I-81 for directional traffic volume estimates for this segment. | | | | F | NA | | | 47000 | G | | |
| | | | | To: | US 11, US 19 | | | | | | | | | | | |
|  Combined Traffic: | 2.13 | 41000 | G | From: | See I-81 for directional traffic volume estimates for this segment. | | | | F | NA | | | 42000 | G | | |
| | | | | To: | Old Airport Rd | | | | | | | | | | | |
|  Combined Traffic: | 0.93 | 48000 | G | From: | See I-81 for directional traffic volume estimates for this segment. | | | | F | NA | | | 48000 | G | | |
| | | | | To: | NCL Bristol | | | | | | | | | | | |
| North  Combined Traffic: | 0.61 | 14000 | G | From: | SCL Bristol | | | | F | 0.064 | F | | 14000 | G | 2003 | |
| | | | | To: | US 58, US 421 | | | | | | | | | | | |
| North  Combined Traffic: | 2.44 | 15000 | G | From: | I-381 | | | | F | 0.075 | F | | 15000 | G | 2003 | |
| | | | | To: | US 58, US 421 | | | | | | | | | | | |
| North  Combined Traffic: | 1.39 | 25000 | G | From: | I-381 | | | | F | 0.076 | F | | 25000 | G | 2003 | |
| | | | | To: | US 11, US 19 | | | | | | | | | | | |
| North  Combined Traffic: | 2.13 | 21000 | G | From: | Old Airport Rd | | | | F | 0.081 | F | | 22000 | G | 2003 | |
| | | | | To: | NCL Bristol | | | | | | | | | | | |
| North  Combined Traffic: | 0.93 | 22000 | G | From: | SCL Bristol | | | | F | 0.081 | F | | 22000 | G | 2003 | |
| | | | | To: | US 58, US 421 | | | | | | | | | | | |
| South  Combined Traffic: | 0.16 | 15000 | G | From: | I-381 | | | | F | 0.074 | F | | 15000 | G | 2003 | |
| | | | | To: | US 58, US 421 | | | | | | | | | | | |
| South  Combined Traffic: | 3.58 | 15000 | G | From: | I-381 | | | | F | 0.070 | F | | 16000 | G | 2003 | |
| | | | | To: | US 58, US 421 | | | | | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route
City of Bristol

| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-------------------|------------------------|-------------|-------|-------|-------|--------------------------------|-------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|------|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | | | |
| South 81 | | | | | From: | I-381 | | | | | | | | | | | | |
| | | 1.25 | 21000 | G | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.077 | F | | 21000 | G | 2003 | |
| | Combined Traffic: | | 46000 | G | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | | | 47000 | G | | |
| South 81 | | | | | To: | US 11, US 19 | | | | | | | | | | | | |
| | | 1.99 | 20000 | G | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.076 | F | | 20000 | G | 2003 | |
| | Combined Traffic: | | 41000 | G | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | | | 42000 | G | | |
| South 81 | | | | | To: | Old Airport Rd | | | | | | | | | | | | |
| | | 0.50 | 26000 | G | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.073 | F | | 26000 | G | 2003 | |
| | Combined Traffic: | | 48000 | G | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | | | 48000 | G | | |
| | | | | | To: | NCL Bristol | | | | | | | | | | | | |
| 113 | Cumberland St | 0.28 | 2700 | G | 96% | 0% | 2% | 1% | 1% | 0% | C | 0.090 | F | 0.528 | 2900 | G | 2003 | |
| | Combined Traffic: | | 3700 | G | 96% | 0% | 1% | 1% | 1% | 0% | C | NA | | | 4000 | G | | |
| | | | | | | To: | US 421 Piedmont Ave | | | | | | | | | | | |
| 113 | Piedmont Ave | 0.08 | 3800 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.092 | F | 0.539 | 4000 | G | 2003 | |
| | Combined Traffic: | | 4900 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | NA | | | 5200 | G | | |
| | | | | | | To: | SR 113 P, Sycamore Ave | | | | | | | | | | | |
| 113 | Piedmont Ave | 0.25 | 3200 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.096 | F | 0.528 | 3400 | G | 2003 | |
| | | | | | | To: | Oakview Ave | | | | | | | | | | | |
| | 113 | Oakview Ave | 0.60 | 2200 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.1 | F | 0.525 | 2300 | G | 2003 |
| | | | | | To: | Moore St | | | | | | | | | | | | |
| 113 | | Moore St | 0.12 | 10000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.087 | F | 0.513 | 11000 | G | 2003 |
| | | | | | | To: | Euclid Ave | | | | | | | | | | | |
| | 113 | Sycamore St | 0.40 | 1100 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.095 | F | 0.527 | 1100 | G | 2003 |
| Combined Traffic: | | | 3700 | G | 96% | 0% | 1% | 1% | 1% | 0% | C | NA | | | 4000 | G | | |
| | | | | | To: | Piedmont Ave | | | | | | | | | | | | |
| North 381 | | | | | From: | SR 381 | | | | | | | | | | | | |
| | | 1.14 | 8400 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.109 | A | | 8800 | A | 2003 | |
| | Combined Traffic: | | 17000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.101 | A | 0.588 | 17000 | A | | |
| North 381 | | | | | To: | I-81 | | | | | | | | | | | | |
| | | | | | From: | I-381 N | | | | | | | | | | | | |
| | Ramp I-381 N to I-81 N | 0.25 | 8400 | N | 95% | 0% | 1% | 1% | 3% | 0% | N | 0.109 | N | | 8800 | N | 2003 | |
| | | | | | To: | I-81 N | | | | | | | | | | | | |
| South 381 | | | | | From: | SR 381 | | | | | | | | | | | | |
| | | 1.06 | 8100 | A | 95% | 0% | 1% | 0% | 3% | 0% | C | 0.104 | A | | 8500 | A | 2003 | |
| | Combined Traffic: | | 17000 | A | 95% | 0% | 1% | 1% | 3% | 0% | C | NA | | | 17000 | A | | |
| South 381 | | | | | To: | I-81 | | | | | | | | | | | | |
| | | | | | From: | I-381 S | | | | | | | | | | | | |
| | Ramp I-381 S from I-81 | 0.61 | 8100 | N | 95% | 0% | 1% | 0% | 3% | 0% | N | 0.104 | N | | 8500 | N | 2003 | |
| | | | | | To: | I-81 S | | | | | | | | | | | | |
| 381 | | | | | From: | State St; Tennessee State Line | | | | | | | | | | | | |
| | | 0.23 | 19000 | G | 94% | 0% | 3% | 0% | 2% | 0% | F | 0.084 | F | 0.534 | 21000 | G | 2003 | |
| | | | | | | To: | SR 113 Cumberland Ave | | | | | | | | | | | |
| 381 | | | | | From: | SR 113 Cumberland Ave | | | | | | | | | | | | |
| | | 0.16 | 21000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.087 | F | 0.551 | 22000 | G | 2003 | |
| | | | | | | To: | SR 133 Par; Sycamore St | | | | | | | | | | | |
| 381 | | | | | From: | SR 133 Par; Sycamore St | | | | | | | | | | | | |
| | | 0.19 | 22000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.087 | F | 0.569 | 22000 | G | 2003 | |
| | | | | | | To: | US 11 Euclid Ave | | | | | | | | | | | |
| 381 | | | | | From: | US 11 Euclid Ave | | | | | | | | | | | | |
| | | 0.63 | 23000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.087 | F | 0.55 | 23000 | G | 2003 | |
| | | | | | | To: | Keys St; I-381 | | | | | | | | | | | |
| 421 58 | | | | | From: | WCL Bristol | | | | | | | | | | | | |
| | | 0.50 | 5100 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.088 | F | 0.635 | 5500 | G | 2003 | |
| | | | | | | To: | US 58; I-81 | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
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City of Bristol

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|------------------|------|-------|-------|-------------|----------------------------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | |
| 421 | 0.21 | 7100 | G | From | US 58; I-81 | | | | C | 0.079 | F | 0.614 | 7500 | G | 2003 | |
| | | | | To | Island Rd | | | | | | | | | | | |
| 421 | 0.80 | 8300 | G | From | Island Rd | | | | F | 0.087 | F | 0.566 | 8900 | G | 2003 | |
| | | | | To | W US 11 | | | | | | | | | | | |
| 421 11 | Euclid Ave | 0.75 | 15000 | G | From | W US 11 | | | | C | 0.085 | F | 0.525 | 16000 | G | 2003 |
| | | | | | To | Vance St | | | | | | | | | | |
| 421 11 | Euclid Ave | 0.19 | 18000 | G | From | Vance St | | | | F | 0.087 | F | 0.562 | 19000 | G | 2003 |
| | | | | | To | Bob Morrison Blvd | | | | | | | | | | |
| 421 11 | Euclid Ave | 0.18 | 20000 | G | From | Bob Morrison Blvd | | | | F | 0.085 | F | 0.601 | 21000 | G | 2003 |
| | | | | | To | E RT 11 | | | | | | | | | | |
| 421 381 | Commonwealth A | 0.19 | 22000 | G | From | E RT 11 | | | | F | 0.087 | F | 0.569 | 22000 | G | 2003 |
| | | | | | To | SR 133 Par Sycamore St | | | | | | | | | | |
| 421 381 | Commonwealth A | 0.16 | 21000 | G | From | SR 133 Par Sycamore St | | | | F | 0.087 | F | 0.551 | 22000 | G | 2003 |
| | | | | | To | SR 113 Cumberland Ave | | | | | | | | | | |
| 421 381 | Commonwealth A | 0.16 | 19000 | G | From | SR 113 Cumberland Ave | | | | F | 0.084 | F | 0.534 | 21000 | G | 2003 |
| | | | | | To | SR 381 | | | | | | | | | | |
| 421 | State St | 0.21 | 10000 | G | From | SR 381 Commonwealth Ave | | | | F | 0.088 | F | 0.547 | 11000 | G | 2003 |
| | | | | | To | 102-3305 Piedmont Ave | | | | | | | | | | |
| 421 | State St | 0.34 | 9800 | G | From | 102-3305 Piedmont Ave | | | | F | 0.087 | F | 0.537 | 10000 | G | 2003 |
| | | | | | To | Truck US 11 Randall St | | | | | | | | | | |
| 421 | State St | 0.28 | 12000 | G | From | Truck US 11 Randall St | | | | F | 0.082 | F | 0.514 | 13000 | G | 2003 |
| | | | | | To | Goodson St; Tennessee State Line | | | | | | | | | | |
| 1 | Benham Rd | 0.03 | 5100 | G | From | Island Rd | | | | C | 0.093 | F | 0.616 | 5400 | G | 2003 |
| | | | | | To | NCL Bristol | | | | | | | | | | |
| 2 | Goodson St | 0.36 | 3800 | G | From | State St | | | | C | 0.093 | F | 0.573 | 4000 | G | 2003 |
| | | | | | To | Mary St | | | | | | | | | | |
| 5 | Commonwealth Ave | 0.33 | 4800 | G | From | Keys St | | | | C | 0.087 | F | 0.644 | 5100 | G | 2003 |
| | | | | | To | Pittstown Rd | | | | | | | | | | |
| 6 | Glenway Ave | 0.42 | 4600 | G | From | Commonwealth Ave | | | | C | 0.107 | F | 0.587 | 4900 | G | 2003 |
| | | | | | To | Piedmont Ave | | | | | | | | | | |
| 8 | Pittstown Rd | 0.45 | 3800 | G | From | Commonwealth Ave | | | | C | 0.099 | F | 0.651 | 4100 | G | 2003 |
| | | | | | To | Island Rd | | | | | | | | | | |
| 9 | Randolph Ave | 0.22 | 4500 | G | From | Vance St | | | | F | 0.1 | F | 0.514 | 4700 | G | 2003 |
| | | | | | To | Wagner Rd | | | | | | | | | | |
| 9 | Randolph Ave | 0.51 | 6800 | G | From | Wagner Rd | | | | C | 0.114 | F | 0.576 | 7200 | G | 2003 |
| | | | | | To | Spurgeon Ln | | | | | | | | | | |
| 10 | Rhode Island Rd | 0.35 | 1700 | G | From | Fairview St | | | | C | 0.113 | F | 0.579 | 1800 | G | 2003 |
| | | | | | To | Texas St | | | | | | | | | | |
| 11 | Spurgeon Ln | 0.12 | 5700 | G | From | Randolph Ave | | | | C | 0.108 | F | 0.547 | 6000 | G | 2003 |
| | | | | | To | Commonwealth Ave | | | | | | | | | | |
| 12 | Texas St | 0.49 | 2100 | G | From | Rhode Island Ave | | | | C | NA | | 2200 | G | 2003 | |
| | | | | | To | E Valley Dr | | | | | | | | | | |

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City of Bristol

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|------------------------|------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | |
| (13) Vance St | 0.13 | 3100 | G | From: | US 11 Euclid Ave | | | | C | 0.098 | F | 0.529 | 3300 | G | 2003 | |
| | | | | To: | Randolph Ave | | | | | | | | | | | |
| (3300) State St | 0.55 | 16000 | G | From: | US 11 Euclid Ave | | | | C | 0.079 | F | 0.524 | 17000 | G | 2003 | |
| | | | | To: | Peters St | | | | | | | | | | | |
| (3300) State St | 0.67 | 14000 | G | From: | 2% 0% 1% 0% | | | | F | 0.081 | F | 0.519 | 15000 | G | 2003 | |
| | | | | To: | Commonwealth Ave | | | | | | | | | | | |
| (3300) | 0.43 | NA | | From: | SR 381 JB-TN | | | | NA | | | NA | | | | |
| | | | | To: | Edgemont Ave | | | | | | | | | | | |
| (3301) Bob Morrison Blvd | 0.45 | 3600 | G | From: | W State St | | | | C | 0.104 | F | 0.563 | 3900 | G | 2003 | |
| | | | | To: | US 11 W Euclid Ave | | | | | | | | | | | |
| (3305) Piedmont Ave | 0.05 | NA | | From: | 102-3300; State Street | | | | NA | | | NA | | | | |
| | | | | To: | US 421 Gap Terminus | | | | | | | | | | | |
| (3305) Piedmont Ave | 0.15 | 2200 | G | From: | Oakview Ave | | | | C | 0.098 | F | 0.544 | 2300 | G | 2003 | |
| | | | | To: | W Mary St | | | | | | | | | | | |
| (3305) Piedmont Ave | 0.15 | 4800 | G | From: | Mary St | | | | F | 0.098 | F | 0.554 | 5100 | G | 2003 | |
| | | | | To: | Euclid Ave US 11 | | | | | | | | | | | |
| (3307) Moore St | 0.41 | 1000 | G | From: | State St | | | | C | 0.123 | F | | 1100 | G | 2003 | |
| | | | | To: | Cumberland St | | | | | | | | | | | |
| (3307) Moore St | 0.43 | 1700 | G | From: | Mary St | | | | F | 0.093 | F | 0.59 | 1800 | G | 2003 | |
| | | | | To: | Oakview St | | | | | | | | | | | |
| (3308) Fairview St | 0.27 | 3500 | G | From: | Mary St | | | | F | 0.099 | F | 0.501 | 3700 | G | 2003 | |
| | | | | To: | Massachusetts Ave | | | | | | | | | | | |
| (3308) Rhode Island Ave | 0.37 | 1500 | G | From: | 1% 0% 1% 0% | | | | C | 0.127 | F | 0.645 | 1600 | G | 2003 | |
| | | | | To: | 102-10 Rhode Island Rd | | | | | | | | | | | |
| (3308) Rhode Island Ave | 0.15 | 1500 | N | From: | 1% 0% 1% 0% | | | | N | 0.127 | N | 0.645 | 1600 | N | 2003 | |
| | | | | To: | Hillside Ave | | | | | | | | | | | |
| (3308) Kings Mill Pike | 0.46 | 4800 | G | From: | 1% 1% 1% 0% | | | | F | 0.088 | F | 0.504 | 5100 | G | 2003 | |
| | | | | To: | E Valley Dr | | | | | | | | | | | |
| (3308) Kings Mill Pike | 1.12 | 7200 | G | From: | Valley Dr | | | | C | 0.087 | F | 0.561 | 7600 | G | 2003 | |
| | | | | To: | Old Airport Rd | | | | | | | | | | | |
| (3308) Kings Mill Rd | 0.36 | 7400 | G | From: | 1% 1% 1% 0% | | | | F | 0.085 | F | 0.57 | 7800 | G | 2003 | |
| | | | | To: | ECL Bristol | | | | | | | | | | | |
| (3312) W Valley Dr | 1.00 | 2100 | G | From: | Piedmont Ave | | | | F | 0.107 | F | 0.580 | 2300 | G | 2003 | |
| | | | | To: | US 11 Lee Hwy | | | | | | | | | | | |
| (3312) E Valley Dr | 0.56 | 7000 | G | From: | 2% 1% 0% 0% | | | | F | 0.093 | F | 0.618 | 7400 | G | 2003 | |
| | | | | To: | Old Abingdon Pike | | | | | | | | | | | |
| (3312) E Vallet Dr | 0.72 | 4500 | G | From: | 2% 1% 0% 0% | | | | C | 0.084 | F | 0.555 | 4800 | G | 2003 | |
| | | | | To: | Kingsmill Pike | | | | | | | | | | | |
| (3314) Island Road | 2.01 | NA | | From: | 102-1 Pittston Rd | | | | NA | | | NA | | | | |
| | | | | To: | 102-3319 Wallace Pike | | | | | | | | | | | |
| (3314) Island Rd | 0.31 | 3900 | G | From: | Wallace Pike | | | | C | 0.092 | F | 0.574 | 4100 | G | 2003 | |
| | | | | To: | US 11 Lee Hwy | | | | | | | | | | | |

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| Route | | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|-------------------|--------|------|----|-------|-----------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | | |
| 3318 | Old Airport Rd | 0.96 | NA | | From | 102-3308 King Mill Rd | | | | | | NA | | | NA | | |
| | | | | | To | Bonham Rd | | | | | | | | | | | |
| 3318 | Old Airport Rd | 0.98 | NA | | From | | | | | | | NA | | | NA | | |
| | | | | | To | I-81 | | | | | | | | | | | |
| 3318 | Old Airport Rd | 0.20 | NA | | From | | | | | | | NA | | | NA | | |
| | | | | | To | US 11 | | | | | | | | | | | |
| 3319 | Wallace Pike | 0.33 | 2300 | G | From | Island Rd | | | | | C | 0.095 | F | 0.624 | 2400 | G | 2003 |
| | | | | | To | NCL Bristol | | | | | | | | | | | |
| 3320 | Old Abingdon Pike | 1.27 | 3100 | G | From | Valley Dr | | | | | C | 0.092 | F | 0.590 | 3300 | G | 2003 |
| | | | | | To | US 11 Lee Hwy | | | | | | | | | | | |
| 3321 | Clear Creek Rd | 0.13 | 5200 | G | From | US 11 Lee Hwy | | | | | C | 0.087 | F | 0.551 | 5500 | G | 2003 |
| | | | | | To | NCL Bristol | | | | | | | | | | | |
| 3323 | Peters St | 0.28 | 2900 | G | From | W State St | | | | | C | NA | | | 3000 | G | 2003 |
| | | | | | To | US 11 Euclid Ave | | | | | | | | | | | |
| 3325 | Piedmont Ave | 0.16 | NA | | From | 102-6 Glenway Ave | | | | | | NA | | | NA | | |
| | | | | | To | 102-3312 Valley Dr | | | | | | | | | | | |
| 3326 | W Mary St | 0.45 | 3300 | G | From | Piedmont Ave | | | | | C | 0.094 | F | 0.503 | 3500 | G | 2003 |
| | | | | | To | Randall St | | | | | | | | | | | |
| 3326 | W Mary St | 0.23 | 5200 | G | From | 97% 0% 1% 0% 1% 0% | | | | | F | 0.093 | F | 0.616 | 5500 | G | 2003 |
| | | | | | To | Fairview St | | | | | | | | | | | |
| 3328 | Bonham Rd | 0.32 | 6400 | G | From | Old Airport Rd | | | | | F | 0.088 | F | 0.500 | 6800 | G | 2003 |
| | | | | | To | I-81 | | | | | | | | | | | |
| 3328 | Bonham Rd | 0.45 | 8000 | G | From | 97% 0% 1% 0% 1% 0% | | | | | C | 0.087 | F | 0.535 | 8500 | G | 2003 |
| | | | | | To | US 11 Lee Hwy | | | | | | | | | | | |
| | Chester St | | 400 | G | From | Glenway Ave | | | | | | 0.154 | F | 0.5 | 430 | G | 2003 |
| | | | | | To | Arlington Ave | | | | | | | | | | | |
| | Cheyenne Rd | | 200 | G | From | Shawnee Rd | | | | | | 0.113 | F | 0.542 | 210 | G | 2003 |
| | | | | | To | Sherwood Dr | | | | | | | | | | | |
| | Daniel St | | 280 | G | From | Newton St | | | | | | 0.128 | F | 0.846 | 300 | G | 2003 |
| | | | | | To | Tennessee State Line | | | | | | | | | | | |
| | Jefferson Dr | | 440 | G | From | Cherry Ln | | | | | | 0.126 | F | 0.521 | 470 | G | 2003 |
| | | | | | To | Cedar Ln | | | | | | | | | | | |
| | Lester St | | 680 | G | From | Moore St | | | | | | 0.093 | F | 0.564 | 720 | G | 2003 |
| | | | | | To | Russell St | | | | | | | | | | | |
| | Pearl St | | 90 | G | From | Prospect Ave | | | | | | 0.114 | F | 0.524 | 90 | G | 2003 |
| | | | | | To | Arlington Ave | | | | | | | | | | | |
| | Poplar St | | 70 | G | From | Oakview Dr | | | | | | 0.135 | F | 0.579 | 70 | G | 2003 |
| | | | | | To | Meadow Dr | | | | | | | | | | | |
| | Spring Branch Rd | | 50 | G | From | Overlake Dr | | | | | | 0.109 | F | 0.833 | 60 | G | 2003 |
| | | | | | To | Vale Dr | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|---------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bristol | | | | | | | | | | | | | | | | |
| Woodrow Wilson Ave | | NA | | From: | Madison St | | | | | | NA | | | NA | | |
| | | | | To: | Montpelier St | | | | | | | | | | | |